

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping

Steamers.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI
The Co.'s Steamship
Staden,
Captain A. JAEGER, will
leave for the above place
on **SATURDAY**, the 16th Inst.; at Day
light.



For Freight or Passage, apply to
MELCHERS & Co.,
Agents.

Hongkong, June 14, 1888. P8

NORDDEUTSCHER LLOYD.


NOTICE.

**STEAM TO YOKOHAMA, KOBE AND
NAGASAKI.**
(Passing through the INLAND SEA.)

General
Capt. W.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

 The Company's Steamers
Kang Berg,
Captain R. JONES, will
be despatched for the above
Ports on **SATURDAY**, the 16th
Instant, at Noon.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, June 13, 1888. 97

STEAM TO STRAITS AND BOMBAY.

 The P. & O. S. N. Co.
Steamship
Venicia
will leave for the above
places on **SATURDAY**, the 16th Instant
at Noon, instead of as previously adver-
tised.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 11, 1888. 95

UNITED LINE.

FOR SINGAPORE.

 The Steamship
Frisia,
Captain COSS, will be
despatched for the above
Port on **SATURDAY**, the 16th Instant, at
2 p.m.

RUSSELL & Co.,
Agents.

Hongkong, June 13, 1888. 97

FOR SHANGHAI.
The Steamship
Ninpo,
Captain P. SCHULTZ, will
be despatched for the
above Port on **SATURDAY**, the 16th Instant
at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, June 14, 1888. 97

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHWANG, TIENTSIN, HANKOW and
Ports on the YANGTZE.)

The Co.'s Steamship
Palamed,
Captain JACKSON, will
be despatched as above on
MONDAY, the 15th Instant

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 11, 1888. 06

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
The P. & O. S. N. Co.
Steamship
Malacca
will leave for the above
places on **TUESDAY**, 19th Instant, at
Daylight.

E. L. WOODIN,
Superintendent.

ong, June 4, 1888

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.

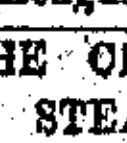
 The Steamship
Merionethshire
will be despatched for
the above Ports on or
about the 19th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 13, 1888. 87

THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

 The Co.'s Steamship
Opasack
J. C. JAGZES, Com-
mander, will be despatched
for the above Ports on or about the 21st
Instant.

For Freight, apply to
ANNHOLD, KARBERG & Co.,
Agents.

Hongkong, June 11, 1888. 88

Mails.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 16th June, at Noon. Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 4, 1888. 908

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 21st of June, 1888, at Noon, the Company's Steamship *SEINE*, Commanded by M. de MAILL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th June, 1888. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 8, 1888. 939

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 5th day of July, 1888, at 9 a.m. the Company's Steamship *NACHEN*, Capt. A. JACOB, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Genoa. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th July, 1888. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELOHERS & Co., Agents.

Hongkong, June 9, 1888. 940

Insurances.

NORTHERN ASSURANCE COMPANY.

THE Undersigned, having been appointed Agents, in conjunction with Messrs. TURNER & Co., for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWETT & Co.,
Hongkong, June 7, 1888. 929

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Hongkong, July 16, 1887. 1940

Entertainment.

THEATRE ROYAL CITY HALL.

FOR A SHORT SEASON ONLY!

TO-MORROW EVENING,

the 16th June, 1888.

WASH NORTON'S FAMOUS

WORLD OF WONDERS.

A Combination of superlative excellence, and beyond comparison, including the following World Renowned Artists and STERLING NOVELTIES!

Mr. & Mrs. WASH NORTON, Refined Sketch Artists.

THE MONARCHS OF GROTESQUES, THE HARVEY BROTHERS (WILLIAM AND CHARLES).

The Great Original Egyptian and Oriental Necromancers.

AHMED ALI BEY, In his Unique Entertainment of Egyptian, Arabian and Hindoo Illusions.

Assisted by Miss HAIDA.

ALBERT LINTON, The Wonderful Young Lightning Sketch Artist.

PROFESSOR ALFRED JENSEN.

GALATEA, The animated Statue.

Mr. WASH NORTON, In his Astonishing Quick-Changes.

ZITKA, THE EXTRAORDINARY LADY, Or Floating in the Air, &c., &c.

Prices of Admission: Dress Circle and Stalls... \$2.00. Pit... \$1.00.

Seats can be reserved at Messrs. KELLY & WALSH, Limited, under Hongkong Hotel.

Doors Open at 8.30 p.m. Performances Commence at 9 o'clock.

CHAS. DERMER, General Agent.

Hongkong, June 15, 1888. 960

Notices to Consignees.

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP SACHSEN, FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained. OPTIONAL CARGO will be landed here in Hongkong unless notice to the contrary be given before 4 p.m. To-day, the 14th inst. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th June will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 27th June, at 4 p.m. All Claims must reach us before the 29th June, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by MELOHERS & Co., Agents.

Hongkong, June 14, 1888. 932

NOTICE TO CONSIGNEES.

S.S. LENNOX, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the KOWLOON WHARF & GODOWN CO. at Kowloon, whence and/or from the Wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, June 14, 1888. 927

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Taiyang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LTD., at West Point, whence delivery may be obtained. Cargo remaining undelivered after the 18th instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, June 11, 1888. 954

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ALEXANDER YEATS, British ship, Captain Jas. W. Dunham—Carlotta & Co.

ANNA, German schooner, Captain H. Meinschauen—Siemens & Co.

ELLA NICOLAS, German barque, Capt. J. W. Meisnerfeld—Chinese.

MEISNER, Austro-Hong. str., Captain Malina—O. Bachrach.

OSCAR, British barque, Captain A. V. Brown—Chinese.

RUBY, British ship, Capt. E.E. Robbins—Messageries Maritimes.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.,
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 26, 1872. 496

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Felton*, Captain Lewis, will be despatched for the above Ports on SUNDAY, the 17th instant, at 9 a.m.

For Freight or Passage, apply to DOUGLAS LAFAIR & Co., General Managers.

Hongkong, June 15, 1888. 983

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Zafra*, Captain TALBOT, will be despatched for the above Port on MONDAY, the 18th instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, June 15, 1888. 984

SHIPPING.

ARRIVALS.

June 14, 1888.

Proprietary, British steamer, 1,377. Healy, Java June 1, St. Ag. ADAMSON, BELL & Co.

Yangtze, German steamer, 814, C. N. Tonnissen, Wuhu June 10, General—SIEMSEN & Co.

Vessels Advertised as Loading.

Destination.	Vessel.	Captain.	Agents.	Date of Leaving.
Bremen, and Ports of Call.	Sachsen (s)	A. Jaeger	Norddeutscher Lloyd	July 5, at 9 a.m.
London, and Ports of Call.	Hydaspes (s)	Thompson	P. & O. S. N. Co.	June 16, at noon.
London, via Suez Canal.	Opopak (s)	J. O. Jaques	Arnhold, Karberg & Co.	About June 21.
Manila, via Amoy.	Zafra (s)	Talbot	Russell & Co.	June 21, at noon.
Manila, and Ports of Call.	Sindh (s)	Macdonald	Messageries Maritimes	June 21, at noon.
Nagasaki, Kobe and Yokohama.	Merionethshire (s)	Adams	P. & O. S. N. Co.	June 19, at daylight.
San Francisco, via Yokohama.	Belgie (s)	O. O. S. S. Co.	Adams, Bell & Co.	About June 19.
San Francisco, via Yokohama.	City of Peking (s)	O. O. S. S. Co.	O. O. S. S. Co.	June 20, at 3 p.m.
Shanghai.	Ningpo (s)	P. Schulz	Siemens & Co.	June 18, at 4 p.m.
Shanghai, via Amoy.	Sachsen (s)	A. Jaeger	Norddeutscher Lloyd	June 18, at daylight.
Shanghai, via Amoy.	Falshure (s)	Jackson	Butterfield & Swire	June 21.
Shanghai, Kobe and Yokohama.	Andrey (s)	Delacroix	Messageries Maritimes	June 21.
Singapore.	Erisia (s)	Cobb	Russell & Co.	June 20, at 2 p.m.
Singapore, Penang and Calcutta.	Tasang (s)	Jackson	Jardine, Matheson & Co.	June 16, at 3 p.m.
Straits and Bombay.	Venetia (s)	Jones	P. & O. S. N. Co.	June 16, at noon.
Swatow, Amoy and Tamsui.	Kong Beng (s)	Jones	Yong Fat Hong	June 17, at noon.
Yamaguchi (K.K.) via Yokohama.	Bardonia (s)	Taylor	Douglas Lafair & Co.	June 21, at 3 p.m.
Yokohama, Kobe and Nagasaki.	General Werdar (s)	W. von Schuckmann	Norddeutscher Lloyd	June 16, at daylight.

SHARE LIST—QUOTATIONS.

JUNE 15, 1888.

Stocks.	No. of Shares.	Value.	Paid-up.	POSITION PER LAST REPORT.	Revised.	Balance, forward.	Last Dividend.	Current Quotation.
HONGKONG AND SHANGHAI BANK CORP.	50,000	125	all	\$ 3,900,000	\$ 20,000.51 at 30 for 1 year working a/c		to Dec. 31/87	\$187 1/2 prem., sellers
NORTH-CHINA INSURANCE CO., LTD.	5,000	200	all	100,000 Tls.	405,182.00	Tls. 23.65 for 1888		Tls. 275 ex div.
YANGTZE INSURANCE COMPANY, LTD.	8,000	20	all	50,000 Tls.	3,099,707 1/2 for 1888		Tls. 77	
Union Insurance Society Co., Ltd.	10,000	250	all	675,000	314,012.9025 for 1888		836	
China Traders' Insurance Co., Ltd.	24,000	60	all	600,000	245,240.0420 for 1888		172	
Canton Insurance Office Co., Ltd.	10,000	25	all	250,000	429,367.9810 for 1888		574	
Chinese Insurance Co., Ltd.	1,500	1,500	all	28,711.50	125,771.298 for 1888		1165	nom.
Hongkong Fire Insurance Co., Ltd.	3,000	240	all	1,081,480	252,213.30 for 1888		537 1/2	
China Fire Insurance Co., Ltd.	20,000	10	all	650,000	204,003.908 for 1888		575	
Singapore Insurance Company, Ltd.	40,000	100	all	17,000			217	sellers
The Straits Fire Insurance Co., Ltd.	20,000	100	all	70,432.525 for 1888			172	sellers, ex div.
The Straits Insurance Co., Ltd.	30,000	100	all	200,000	76,432.52		524	
STEAMSHIP COMPANIES.								
H.K. & M. Steamship Co., Ltd.	40,000	20	all	40,000	3,690.50	1/2 half year Dec. 31/87		\$205, sellers
Douglas Steamship Co., Limited	20,000	50	all	127,320	1161.13	8 %		\$54
Indo-China S. N. Company, Limited	18,387 1/2	10 1/2	all	4,387.50 % for 1886/7				10 % dis. sellers
60,000 shares issued	31,212 1/2	10 1/2	all	10,000	16.66 %			\$62 per share, buyers
China and Manila S. S. Co., Ltd.	3,000	50	all					
MIKOLANDERS.								
H'kong & Whampoa Dock Co., Ltd.	12,500	125	all		1,901.32 1/2 % for 1887			34 % prem.
H.K. and China Gas Co., Limited	5,100	10	all		1,527.31 1/2	10 % and 2 1/2 % bonus for 1887		\$130 per share, buyers, fully paid up
New Shares	1,900	10 1/2	all					
Hongkong Hotel Company, Ltd.	3,000	10	all		678.90	55 half year June 30 1887		\$170 cash
China Sugar Company, Limited	15,000	10	all		13,781.50	1/2 % for 1 year June 30/87		\$168
Hongkong Ice Company, Limited	5,000	20	all		27,500	429.601 % for 1887/8		sellers
Indo-China S. N. Company, Ltd.	7,000	10	all		614.08	10 % for 1888/9		nominal
Perak Sugar Cultivation Co., Ltd.	5,000 Tls.	50	all		129,303.18	None		\$65 nominal
Perak Tin Mining & Trading Co., Ltd.	5,000	50	all			None		\$10 nominal
Panjoon & Sangha's Dua Samatan	40,000	10	all			None		\$104 sales
Mining Co.	17,000	10	all			4 %		55 % prem.
H.K. & W. What & Godown	17,000	10	all			None		53 %
Yamaguchi Rope Manufacturing Co., Ltd.	8,000	80	all			None		10 % prem.
A. S. Watson & Co., Limited	3,800	100	all		20,000	411.47 1/2 % for 1887/8		150 % prem., nominal
H.K. High-Level Tramways Co., Ltd.	1,250	100	all					
Societe Francaise de Charbonnages du Tonkin	8,000 Fms.	50 Fms.	all					
LOANS.								
Chinese Imperial 1884	8,500	50	all					4 % prem.
1884	318 1/2	500	all					2 1/2 % prem.
1886	1700,000 Tls.	250	all					12 % prem.

* Equalisation of Dividend Fund.

+ Depreciation and Insurance Fund.

At debit.

POST OFFICE NOTICES.

MAILS WILL CLOSE:—

For FOOCHOW.—

For Tientsin, at 2.30 p.m., on Saturday, the 10th inst.

For SHANGHAI.—

For Ningpo, at 3.30 p.m., on Saturday, the 10th inst.

For STRAITS & LONDON.—

For Nator, at 3.30 p.m., on Saturday, the 10th inst.

For CHEFOO & NEWHANG.—

For Triumph, at 3.30 p.m., on Saturday, the 10th inst.

For STRAITS SETTLEMENTS.—

For Falkenberg, at 3.30 p.m., on Saturday, the 10th inst.

For SAIGON.—

For Chau-chow-fu, at 4.30 p.m., on Saturday, the 16th inst., instead of as previously notified.

For SWATOW, AMOY & TAMSUI.—

For Felton, at 8.30 a.m., on Sunday, the 17th inst.

For AMOY & MANILA.—

For Zafra, at 3.30 p.m., on Monday, the 18th inst.

For STRAITS & CALCUTTA.—

For Triumph, at 2.00 p.m., on Wednesday, the 20th inst.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Strath* will be despatched on THURSDAY, the 21st June, with Mails to the United Kingdom, Europe, and places beyond, via Marseilles, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon,

Messrs. Cawley & Co. inform us that the N. C. I. steamer *Bornida* left Singapore for this port to-day.

Two telegrams which we publish to-day with regard to the Emperor of Germany's health are certainly very conflicting. The first one evidently contains an exaggerated story, culled from some sensational telegram. There seems no doubt that the Emperor had another serious relapse, from which he doubtless owed his recovery to his strong constitution. How long this fearful struggle with death will continue it is hard to say. While there is life there is hope, but the hope in this case is, we fear, rather slender.

As the barometer does not rise, although the late bad weather has cleared off, the weather-wise are of opinion that we shall soon feel the effects of the depression reported from Bolivia yesterday evening. Bar. now stands at about 29.5. Dr. Duberé writes this forenoon:—Directions to hoist the drum were issued at 6.25 p.m. on the 14th, and at 10.10 on the 15th notice: "Typhoon N.W. of Luzon." The centre will probably pass to the South of Hongkong. The barometer has risen in Japan, Northern China, and Tongkin, and has fallen in the S.E. Cloudy, misty and warm weather prevails. Fresh S. winds prevail near Luzon.

Two General whose death Renter telegraphs to us to-day is Sir Duncan Alexander Cameron, G.C.B., of the Black Watch (42nd Foot), who retired under the Royal Warrant of 25th June 1831. He served throughout the Eastern Campaign of 1804-5; commanded the 42nd Regiment at the battle of Alma, the Highland Brigade at the battle of Balaklava, on the expedition to Kertch, siege and fall of Sebastopol and assault of the outworks on the 18th June, obtaining the following honours:—Medal with three clasps, C.B., Officer of the Legion of Honor, Sardian and Turkish Medals, 3rd class of the Medjidie. He also commanded the forces in New Zealand during the war of 1833-5. He entered the army in 1825.

We understand that Dr. Ho Kai-who, a member of the old Sanitary Board, was the pioneer of the opposition to the premature provisions in the Public Health Bill, and the leader of the native movement subsequently made against the objectionable clauses—has consented to become a member of the new Board. His appointment will, naturally, be most favourably received by the Chinese community, as the Doctor has done more than any other man to raise and consolidate an intelligent public opinion amongst the Chinese community here. We have not heard who the Government has elected as the other Chinese member of the Board, but fancy that the best man obtainable is Mr. Wai Ayuk, whose education and experience fit him specially for the position. The rumour or understanding that Dr. Cantlie and Mr. Ede were to be nominated by Government, has been confirmed, as Dr. Cantlie received his appointment late this afternoon. Dr. Cantlie is a man of the proper stamp, and ought to infuse much well-directed energy into the new Board. He is clear-headed, independent, and resolute, while he knows already a great deal about Hongkong and its absence of sanitary measures.

The advantage accruing to twin screw vessels was experienced on the *Wuchang* on 7th inst. While entering the river, and while near a crowd of junk at Wusung, the *Wuchang's* steering gear got out of order, so that the rudder could not be moved. Under ordinary circumstances another vessel would have been sent to assist on the bank or have sunk a few junks. Not so the *Wuchang*, for the Captain started the vessel with the propellers still the steering gear could be put in order again.—N. O. Daily News.

The N. C. Daily News says:—As the hot weather comes in, the Chinese, who are a peaceably disposed race as a rule, seem to have their angry passions stirred up, and there are many cases of assault, and crimes of violence to be reported. In June last year, there were seventeen murders and suicides reported to the authorities. On Saturday afternoon two Chinese in foreign employ, one a cook and the other a coolie, had a quarrel, when the cook took up a chopper and inflicted a wound two and a half inches long on the coolie's neck. The wounded man was attended by Dr. Reid.

A fire broke out in an oil shop at the corner of the Prince of Wales and the Shanghai, last Saturday, and before it was extinguished 60 houses were burned down. The fire was caused by a crazy woman in a cap shop throwing a lamp on the top of some shavings. Some of the burnt houses were Messrs. Blisset and Co.'s property and consisted of thirty houses; Messrs. Easton's owned twenty houses, and some Chinese the rest, making about 60 in all.

A number of telephone wires which ran past the houses up Hankow Road were burnt through. The property was insured; but the damage done will not fall heavily on any of the Insurance Companies.

The Shanghai Courier says:—From Commissioner Mr. H. Elgar Hobson's report on the trade of Shanghai in 1887 (just published in the annual Returns of Trade and Trade Reports) we learn that the briskness which characterised the trade of our port during 1887 was maintained during the season under review, as proved by the fact that the estimated value of Foreign Imports was HK. \$2,008,490 over that of 1886. Exports and Re-exports also being in excess by HK. \$1,209,996. In many branches of trade fair profits were realised, and speaking generally, the year was a prosperous one, excepting for Native from heavily interested in Tea and Silk. More steam tonnage was employed; there was an increase in the deliveries of most of the principal Foreign manufactures; larger supplies of Native produce, with the exception of the Hainan Rice and Green Tea, took place; and a further improvement in the Revenue collection resulted.

Mr. E. Hobson, Commissioner of Customs, who is about to enjoy a well-earned term of leave, has handed over the charge of the Shanghai office, to Mr. M. Boyd Breton, Acting Commissioner.

The British steamer *Pathan*, Captain Rowley, from Hankow, bound to Odessa, with 46,831 packages of tea, passed Chikung on the 9th inst. at 11.25 a.m. The *Pathan* is a clipper, from Hainan, bound to London, passed Chikung at 6 p.m. on the 9th inst. She has on board 53,120 packages of tea—piculs 24,000.—Shanghai Mercury.

The N. C. Daily News says:—The Chinese Cotton Mill Company which was started several years ago, is now going to put up its buildings on the bank beyond the Yangtze river. The contract has been signed, and the contractor who undertook to build the factory for the Company which was started in 1879, we believe, has been engaged to erect the new premises.

The Shanghai Mercury says:—We hear that the well and favourably known steamer *Nereida*, Capt. Weber, is to be transferred, at an early date, from the Shanghai-Nagasaki route to the Shanghai-Rangoon route. She is one of the few companies supplied with triple expansion engines, like most of the other steamers, belonging to the same Company, the 'Hansa' of Bremen.

The London Correspondent of the *Pioneer* telegraphs on the 13th inst. that, in the morning, the Australian cricketers and the Gentlemen of England, the Australians went in first and made 171 runs, and the Gentlemen of England, when stumps were drawn on Monday, had put 236 runs together for the loss of one wicket. Mr. J. Shuter made 71, and Mr. W. G. Grace 163 not out. Mr. Grace played perfect cricket.

The Singapore Free Press of 6th inst. says:—The importation of Russian petroleum oil into the East seems to be on the increase. The steamer *Sir Albani*, brought a large consignment for Singapore a week ago, the *Sir Albani* passed through a few days ago with a large cargo for Japan, and the *Strathgairn* arrived from Baloum this morning with a cargo of 58,437 cases for Saigon.

The N. C. Daily News says:—It will be remembered that when Mr. Alabaster gave up the post of British Consul-General here, on Mr. Hughes' return from leave, an address was presented to him, signed by nearly every British resident in Shanghai, accompanied with a testimonial, which, at Mr. Alabaster's request, took the form of a memorial to Mr. Alabaster. The memorial itself, a silver tea-service, has now arrived from home and has reached Mrs. Alabaster in Canton. Addresses and memorials of this kind are sometimes merely formal, but in this case the expressions of regret at Mr. Alabaster's departure were sincere and hearty, for we rarely have a Consul here who wins the confidence of the community so entirely as he did, and if by any chance, Mr. and Mrs. Hughes should leave Shanghai again, the memorial desire here would be to have Mr. and Mrs. Alabaster take their place once more. As Shanghai will be glad to hear that, as we are informed, Mrs. Alabaster is much pleased with the memorial, and we wish her and her husband many years of health and opportunity to enjoy its use.

ESCAPE OF TEN PRISONERS.

Shortly before eleven o'clock this forenoon, ten of the chain gang working at Kennedy Town managed to effect their escape in a rather daring manner. A gang of 80 men were employed at work there, divided into five divisions of sixteen men each. They were guarded by eight Europeans armed with revolvers and four Sikh Constables armed with rifles. It would appear that the scheme for escape had been carefully matured and that at a certain signal, the waving of a red flag from the top of the hill above where the new Police Station is being built, they had set on their guard and made off. The men first attacked Mr. Quinn, who was in general charge of the whole gang, and endeavoured to take his revolver from him. A European prisoner, named Fox, came to the rescue of the guard and prevented them from securing the pistol. They, however, knocked Quinn down and inflicted slight injuries. It was at first reported that he was seriously injured, but this fortunately was not the case. After attacking Mr. Quinn, the prisoners set on a Sikh, captured his rifle, hit him on the head with the end of it and struck him with stones. They then made for an empty junk, which was lying at a wharf used for the landing of cattle and situated below where the men were working, and which had been put there to wait for them. They sailed away and having a strong breeze in their favour they made good progress. The guard fired 20 or 30 shots after the men as they ran towards the boat, but none of the shots hit the mark. Meantime Mr. Mather on Green Island, seeing the red flag hoisted above the hill and noticing the confusion, telegraphed to the Harbour Master's office, from which word was sent to the Gaol. The Police were also communicated with from West Point, and at once set about pursuing the run-aways. The first, however, to start on the chase was one of the Gaol guard, who hailed the Harbour office launch, *Dailey*, and followed up the men with it. The prisoners in the junk, finding they were pursued, made for Chung-hoo Island, which they reached before the launch *Dailey* came up. They were so hard pressed that they sailed the junk straight on to the rocks and at once sprang ashore, some of them evidently getting a ducking before landing. The *Dailey* of course could not ride on to the rocks; and, besides, the one guard could have done little in catching ten prisoners armed with a rifle. He hovered about for some time till he saw the Police arrive, about half an hour later.

As soon as the news of the occurrence reached the Central Police Station, Inspector Horspool with a company of men hurried to Podder's Wharf and engaged the *Ferry launch*. They made straight for Kennedy Town, where they were informed by Sergeant Mann and Macdonald, who had gone to the scene by land, that the junk had cleared for Chung-hoo. Inspector Horspool loaded a small party of men at Kennedy Town to assist the guards in case of any further trouble, and proceeded at once for Chung-hoo. On arriving he landed a party of men, who secured the hills of Chung-hoo in search of the prisoners, word being sent to the Kowloon mandarin, asking him to co-operate. The launch *Victoria* and two Water Police launches brought other parties of Police, and soon there were about twenty men on the island. The hills were searched, and some of the clothes of the prisoners, which they had cast off to facilitate their escape, were found on the hill side. But no traces of the men themselves were seen. It is feared that the prisoners, before the police got on the scene, had managed to cross the hills and reach Chung Wan village from which they could easily get boats to take them to the mainland. Two of the launches went round to this side, but could find no traces of the men. Meantime two launches are patrolling round the island, and the police, in company we suppose now, with the Mandarin of Kowloon's men, are searching the island for the run-aways.

This is the fourth time within recent date that an escape has been made by prisoners. There is no doubt that the men, finding the Gaol anything but the comfortable place it used to be, are driven to bold schemes to effect their escape; but we think the Gaol authorities should be in a position to frustrate these schemes, if their organisation was satisfactory. But the organisation, we fear, is defective. The guards, who are miserably paid, at the rate of about \$25 a month, seem either to lack enthusiasm for their work or to be unfit for the task they have undertaken. It is very doubtful policy, besides, to allow the armed men to be among the prisoners. The custom in most other places is to have the armed guard outside the gang in a position where they can command the men with their weapons and are not exposed to be surrounded unawares and disarmed, the men actually among the prisoners only being armed with a stout club. However this may be, there is evidently a serious defect in the supervision of the gang when four successful escapes could be made within such a short time.

The Central Police men have returned, without finding the prisoners. The Water Police are still on the search.

CURIOUS RELICS OF THE REMOTE PAST.

We have often wondered what sort of a man that Yen Ying (晏英) was, who for so many years was Minister of the Duke of the State of Chi (齊公). He is supposed to have been a statesman of great gifts, knowing how to treat all classes of people. He is reported to have contrived a scheme to get rid of three generals, whose influence over the Duke of Chi, Yen Ying thought was too great. Having made a great feast for his officers, two fine peaches were set on the table by the Duke to the two generals who could best establish their claim to them by their merits. Two generals having complied with these conditions, received two peaches as their reward. But after the fruit had been eaten, a third general came forward, with a narrative of his own services, which was obviously greater than those of the others, that the latter were filled with mortification, which they exhibited in a truly Chinese manner by suicide. Upon this, the third general was so vexed that his two comrades should have been awarded a peach, he took up a sword and said to himself: "I wonder whether anything of this sort ever happened, and if it did, what Yen Ying said when he went home that evening from the banquet, and told Mr. Yen Ying that he was at last rid of all three of his rivals. Yen Ying said that Yen Ying lived in the neighbourhood of a bustling street and that he ordered his grave to be where his house had been that he might continue to be among men. His grave is said to have been in the city of Lin Tzu Hsien (臨淄縣) in ancient Shantung. For so distant are the graves of these Dukes to the great highway of central Shantung, and are of great magnitude, being huge tumuli, like hills, and at the sides and levelled at the top, and surrounded by a continuous wall. It is not difficult to believe that these graves are artificial for they resemble the huge hill raised to Yung Lo, in the Ming Tombs, north of Peking. Nor do they stand alone, for within sight are half a score of other similar earthen mounds, of other and less noble origin. It is hard to see how such venerable mounds have been kept in order for two millenniums and more, though the natives insist that they need no putting in order, but endure from one dynasty to another, by virtue of their very bulk, which must have been produced by immense labour. The name of Yen Ying will continue to be remembered, in connection with that of Confucius, as long as the Sage is honoured. Confucius wished to get his doctrines into actual exercise, by being appointed Minister of the State of Chi. Of this there seemed at one time to be a fair prospect of success. The Duke of Chi wished to employ him, and Confucius would have been only too willing. Perhaps it would have been the turning point in the career of the great Sage, and would have averted the melancholy spectacle of the greatest of Chinese moralists going about from one petty state to another, trying to legislate upon a Prince with sufficient virtue and sense to appreciate pure and unadorned merit. Perhaps if the Duke of Chi had employed Confucius at this crisis, the latter would never have been driven to utter the bitter lamentation: "The abject from one petty state to another, trying to legislate upon a Prince with sufficient virtue and sense to appreciate pure and unadorned merit. Perhaps if the Duke of Chi had employed Confucius at this crisis, the latter would never have been driven to utter the bitter lamentation: "The abject from one petty state to another, trying to legislate upon a Prince with sufficient virtue and sense to appreciate pure and unadorned merit. 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Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIO* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 20th June, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, May 30, 1888. 850

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABERDEEN*, 3,610 Tons Register, TAYLOR, Commander, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, via KOBÉ and YOKOHAMA, on THURSDAY, the 21st June, at 3 p.m.

To be followed by the S.S. *ABYSSINIA*, on the 24th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex \$100.00
To San Francisco ... 175.00
To all common points in Canada and the United States ... 230.00
To Liverpool ... 300.00
To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 20th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, June 12, 1888. 965

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *OTY* OF PEKING will be despatched for San Francisco via Yokohama on SATURDAY, the 30th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each Express and Fastest Mail Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the Interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journal.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION:—
Per Annum, ... \$12.00, postage, ... \$1.00
Quarterly, ... 3.00, ... 0.25
Single Copy, ... 0.30.
China Mail Office, Hongkong.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Week.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE, 2, WYNDHAM STREET (behind the Club).

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR.

RUNS DAILY as a FERRY BOAT between Poddar's Wharf and Tsim-Tse-Tsui at the following hours:—This Time Table will take effect from the 1st JUNE, 1888.

LEAVES KOWLOON.	LEAVES HONGKONG.
6.00 A.M.	6.30 A.M.
6.45 "	7.00 "
7.30 "	7.45 "
8.00 "	8.15 "
8.45 "	9.00 "
9.15 "	9.30 "
9.45 "	10.00 "
10.15 "	10.30 "
10.45 "	10.50 "
12.15 P.M.	12.30 P.M.
1.00 "	1.15 "
1.30 "	1.45 "
2.00 "	2.15 "
2.30 "	2.45 "
3.00 "	3.15 "
3.30 "	3.45 "
4.00 "	4.15 "
4.30 "	4.45 "
5.00 "	5.15 "
5.30 "	5.45 "
6.00 "	6.15 "
6.45 "	7.00 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

RAIL PROGRAMMES FOR SALE.

IN NEW SHAPES AND PATTERNS.

'CHINA MAIL' OFFICE, 2, WYNDHAM STREET.

January 20, 1888.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. EITEL, PH.D., TUBINGEN.

THIRD EDITION, REVISED, WITH ADDITIONS.

Price, ... \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation.

The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY. TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese history, has reached its fourteenth volume. The Review discusses those topics which are important in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction the Magazine would be more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature in China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs. Ballou, Watson, Stent, Phillips, MacIntyre, Grant, Jamieson, Faber, Knapck, Fardus, Playfair, Giles, Pison, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$5.50 per annum, postage included—payable in advance. Orders for binding volumes will be promptly attended to; Address, 'Manager, China Mail Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and interesting Review.'—*Northern Christian Advocate* (U.S.).

'The China Review *** has an excellent table of contents.'—*Celestial Empire*.

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison with preceding numbers.'—*Celestial Empire*.

'This number contains several articles of interest and value.'—*North-China Herald*.

'The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritzsche, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Chinese Empire of Nankin," and the Notes and Queries are as usual very interesting.'—*North-China Daily News*.

'A substantial and reliable Review which all students of China and the Chinese would do well to patronise.'—*Chrysanthemum*.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries.'—*Edinb. Rev.*

'Mr. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Ballou contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be of great interest to students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*Edinb. Rev.*

Traveller's Oriental Record contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs, and the missionary body, amongst whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors.

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-po, by Mr. E. C. Bovey, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctilio, and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to ensure its continuance.

Mr. Andrew Wind, News Agent, &c., 31, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, *Overland China Mail*, and *China Review*.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, denoting as follows:

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked D., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Poddar's Wharf. 6. From Poddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name, Captain, Flag and Reg., Tons, Date of Arrival, Consignees or Agents, Destination, Remarks.

Vessel's Name	Captain	Flag and Reg.	Tons	Date of Arrival	Consignees or Agents	Destination	Remarks
Aberdeen	5 c Taylor	Brit. str.	2370	June 11	Adamson, Bell & Co.	Hongkong, &c.	
Albion	3 h Mose	Ger. str.	400	June 14	Wiel & Co.		
Austin Friars	3 c Brooker	Brit. str.	83r	June 14	Borneo Co., Limited		
Belgia	3 c Walker	Brit. str.	4211	June 50	O. & S. S. Co.	San Francisco	20th inst.
Chow-chow-foo	3 c Wendt	Ger. str.	796	June 12	Chinese	Singapore	To-morrow
Falkenberg	3 c Dreyer	Ger. str.	988	June 11	Melchers & Co.		
Fero	3 h Hansen	Ger. str.	754	June 11	Edwards Schellhase & Co.		
Frisland	3 h Hansen	Ger. str.	508	June 12	Douglas Steamship Co.	Amoy and Tamsui	17th inst.
General Wedder	3 h Hansen	Ger. str.	1-22	June 15	Melchers & Co.	Yokohama & Kobe	To-morrow
Glaburg	4 h Schultz	Ger. str.	1093	June 10	Douglas Steamship & Co.		
Hailong	5 h Pocock	Brit. str.	783	June 10	Douglas Steamship & Co.		
Hydaspes	5 c Bason	Brit. str.	1899	June 15	P. & O. S. N. Co.	Europe, &c.	To-morrow
Kong Bong	4 h Jones	Brit. str.	862	June 12	Yuen Fat Hong	Swatow & Bangkok	To-morrow
Malwa	5 c Grey	Brit. str.	1707	June 13	P. & O. S. N. Co.	Kobe & Yokohama	18th inst.
Mongkut	3 h Anderson	Brit. str.	558	June 13	Yuen Fat Hong	Swatow & Bangkok	To-morrow
Nestor	5 c Thompson	Brit. str.	764	June 13	Butterfield & Swire	London	To-morrow
Ningpo	5 c Schultz	Ger. str.	762	June 14	Siemssen & Co.	Shanghai	To-morrow
Norden	8 h Nielsen	Norw. str.	1367	June 12	Mitsui Bussan Kaisha		
Pictola	5 c Nissen	Ger. str.	876	June 14	Melchers & Co.	Nagasaki, &c.	To-day
Pilot Fish	5 h Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.		
Propaganda	5 c Heasley	Brit. str.	1387	June 14	Adamson, Bell & Co.		
Sachsen	5 c Wagner	Ger. str.	4870	June 14	Melchers & Co.		
Sachow	2 c Dowd	Brit. str.	313	June 13	Chinese	Shanghai, &c.	To-day
Taiyang	5 c Jackson	Brit. str.	1505	June 11	Jardine, Matheson & Co.	Calcutta	To-morrow
Taiyang	5 c Vardin	Brit. str.	1459	June 14	Butterfield & Swire	Foochow	To-morrow
Triumph	4 c Mose	Ger. str.	974	June 12	Wiel & Co.	Ohfuo & N'chwang	To-morrow
Velox	3 h Wolf	Ger. str.	638	June 12	Edwards Schellhase & Co.	Singapore	To-morrow
Veneta	10 Cole	Brit. str.	1809	June 9	P. & O. S. N. Co.	Straits & Bombay	To-morrow
Vangli	5 c Thompson	Brit. str.	314	June 14	Siemssen & Co.		
Yung Chang	4 h Lincoln	Chi. str.	764	June 13	M. S. N. Co.	Shanghai	To-day
Zafro	5 c Talbot	Brit. str.	475	June 11	Russell & Co.	Amoy and Manila	

Sailing Vessels.

Name	Reg.	Tons	Cons.	I.H.P.	Captain	Where at.
Alexander Yeats	4 k Dunham	Brit. sh.	1689	June 5	Carlowitz & Co.	
Allie Rowe	6 k Phillips	Haw. sh.	100	June 9	Wiel & Co.	
Ana Cathrine	4 c Ankersen	Dan. sh.	193	May 20	Gonsalves & Co.	Laid up Victoria, B.C.
Anna	3 k Meisachien	Ger. sh.	347	June 10	Siemssen & Co.	
Arcturion	5 c Wenz	Ger. sh.	835	June 10	Siemssen & Co.	
E. J. Spence	4 c Gill	Brit. sh.	519	June 10	Gonsalves & Co.	
Ella Nicolas	4 c Meisachien	Ger. sh.	574	June 11	Chinese	
Hoimrich	3 c Bannan	Ger. sh.	923	May 20	Arnhold, Karberg & Co.	
Kosmos	3 c Davies	Brit. sh.	795	June 7	Arnhold, Karberg & Co.	
Omega	2 h Brown	Brit. sh.	480	June 11	Chinese	
Ruby	3 c Robbins	Brit. sh.	1382	May 11	Messageries Maritimes	
Yung Chang	4 h Lincoln	Chi. sh.	764	June 13	Gibb, Livingston & Co.	
Velocity	5 c Martin	Brit. sh.	491	May 3	Gonsalves & Co.	

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Shanghai
Andalusian*	twinscrew battleship	6010	10	4830	Capt. John B. Warren	Shanghai
Bokofoke	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Poochow
Constance	cruiser 3rd class	2380	14	2590	Capt. L. O. Keppel	On a cruise
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Shanghai
Corak	g.-b. 3rd class coast defence	3628	3	340		In reserve
Corcoran	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Canton
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Manila
Horatio	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Shanghai
Indra	cruiser 2nd class	4300	10	5500	Captain M. J. Dunlop	Kobe
Indra	gun-vessel 2nd class	756	5	1050	Commander W. Marrack	Hongkong
Indra	gunboat 2nd class	430	4	430	Lieut.-Com. W. M. Matutin	Hongkong
Indra	sloop	1130	10	1120	Commander J. H. Martin	Shanghai
Indra	battleship 3 class armoured	4870	13	4040	Captain T. H. Royle	Singapore
Indra	cruiser	1730	4	4040	Commander R. W. White, R.N.	On a cruise
Indra	surveying vessel	830	3	600	Commander W. U. Moore	Hongkong
Indra	gunboat 1st class	715	6	1290	Lieut.-Com. W. Maill. Dougall	Yokohama
Indra	cruiser 3rd class	1970	12	2360	Captain W. C. Karakeke	Shanghai
Indra	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hongkong
Indra	torpedo mining launch	350				Hongkong
Indra	gun-vessel 2nd class	756	5	1010	Com. Hon. Richard Bingham	Swatow
Indra		95		—	Lieut.-Com. A. D. Davenhill	Hongkong
Indra		95		—	Lieut.-Com. Webber	Hongkong
Indra	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Indra	sloop	925	4	750	Commander Geo. Giffard	On a cruise
Indra	coast defencecship, armoured	2750	4	1450		Hongkong